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SEPTEMBER/OCTOBER 2008



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The Helen Delich Bentley Port of Baltimore

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NORDANA



September/October

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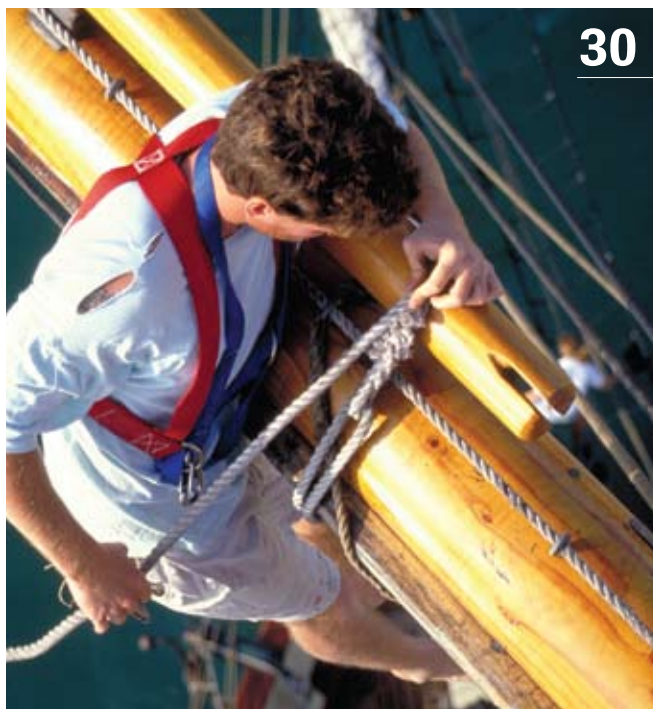
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KATHY BERGEN SMITH



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COVER: Each May brings the annual RO/RO Rodeo to the Port of Baltimore. Manufacturers' representatives work with local longshoremen to instruct them in the proper operation of new machinery, part of the Port's continued commitment to quality handling of cargo. Photography by Kathy Bergen Smith.

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For more information about Chesapeake Commerce Center, contact:



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410.843.0705



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What a great two days the Port of Baltimore had in May when our talented workers demonstrated their skills while learning the newer nuances needed for the more modern equipment — all at the Port's 12th RO/RO Rodeo at Dundalk Marine Terminal.

Sponsored jointly by the Steamship Trade Association, ILA Local 333 and the MPA, the demonstrations were enhanced by the oversight of our automotive, farm and construction machinery customers. Their purposeful presence provided training in the operation of the newest RO/RO cargo moving through our Port.

Those operations provided the opportunity to enable some 200 men and women the experience

The lessons learned during our annual rodeo have enhanced our reputation around the globe and is why major manufacturers choose us as their point of entry and exit.

In 1996, we started with an idea to provide the best service possible to our RO/RO and automotive customers, and the end result was that we created a national model for care and handling that has not been surpassed by any other port in the country.

This unique program became a reality because of the hard work of its committee. One of those people who helped develop QCHAT was there at the beginning, but now has called an end to his career here at the Maryland Port Administration.

A Continuation of Excellence

of handling some of the current heavy machinery and automobiles being exported and imported through the Port of Baltimore.

A major reason our Port is No. 1 for the handling of RO/RO cargo is because of our reputation for quality care and handling of top-of-the-line cargo. The ability to ensure the safekeeping of cargo is partly because we have a highly professional team of ILA and Port terminal workers who take their jobs very seriously. The other reason is because through the implementation of the QCHAT program, workers are given the opportunity to learn the latest technologies applied to the odd-shaped, larger-than-life machinery that is handled here.

Lou LoBianco, a valued member of MPA's marketing team and co-creator of the RO/RO Rodeo, retired in June after more than 30 years of service to us — as well as to the numerous manufacturers whose valued cargo comes through our terminals. Lou may no longer be part of the planning for next year's RO/RO Rodeo, but his enthusiasm for this unique, two-day event will be carried on by his coworkers, who are dedicated to continued excellence.



James J. White
Executive Director

SOUNDINGS

The happenings in and around the Port

NEWSMAKERS

Sail Baltimore Hosts Summer Visits

The arrival of *Cuauhtémoc*, a navy sail training vessel from Mexico, kicked off Sail Baltimore's summer visits. Since 1975, the local nonprofit organization has hosted visiting ships and maritime events to highlight economic development, education and cultural exchange.

Ships dock at the Inner Harbor, Fells Point and Locust Point, and many offer free tours to visitors, who learn about different cultures, interact with foreign mariners and learn about navigation, geography, technology, and maritime history.

Cuauhtémoc, built in Spain in 1981, is a 270-foot-tall ship that was purchased by the Mexican navy for use in training officers, cadets and enlisted personnel. Dignitaries from the Mexican embassy, U.S. Navy and the Port of Baltimore took part in welcoming ceremonies.

Following her visit, Baltimore welcomed *Corwith Cramer*, a Brigantine from Massachusetts, and *Juan Sebastian de Elcano*, a navy training tall ship from Spain. Other visitors this summer included *Captain Miranda*, a Uruguayan tall ship training vessel; *BNS Greenhaugh*, a Brazilian navy frigate; *JCG Kojima*, a Japanese coast guard cutter; *Spirit of 1608*, a recreation of John Smith's shallop; and the U.S. Coast Guard cutter *USCGC Bertholf*. 🌐



COURTESY OF MPA

WAREHOUSING

Merchants Launches RedPrairie System in Jessup

Merchants Terminal Corporation has launched the initial phase of implementation of a new warehouse management system (WMS) designed by RedPrairie at its Jessup, Md., distribution center. Large distribution will be the focus for the first phase and the entire facility is expected to be online by the end of the year. The system focuses on optimizing every move within the distribution center with

the goal of enabling agile, efficient and lean distribution operations that deliver the perfect order. RedPrairie provides the most comprehensive task optimization technology, including directed putaway, radio frequency scanning, equipment optimization, operator work management, non-productive time management, interleaving and the industry's only embedded three-dimension mapping.

"From an operations perspective we were focused on a complete, damage-free and on-time order for our customers 100 percent of the time," says Merchants Vice President of Operations Ken Johnson.

"RedPrairie will help make us successful in this endeavor."

Merchants Vice President of Information Technology Dave Eden said the implementation has exceeded expectations.

"Anytime you install a new system and processes, especially ones as complex as the RedPrairie WMS, you have to put in place contingency plans for issues that might arise from implementation," said Eden. "We have been planning this change for over a year and our team really took the training aspect seriously. I have to give our team

SECURITY


CBP Recovers Stolen Vehicles in Export Enforcement

U.S. Customs and Border Protection (CBP) officers at the Port of Baltimore in June recovered two stolen vehicles before they could be shipped out of the country. Both vehicles were reported stolen in Maryland and the recoveries raised to six the number of stolen vehicles that Baltimore CBP officers have recovered this year.

On June 19, CBP officers conducting export enforcement operations matched a 2000 Nissan Maxima to a Maryland stolen vehicle report. The vehicle was headed to Nigeria. Two days earlier, CBP officers recovered a 1999 Toyota Camry just before it was to be shipped to Niger. Both vehicles were turned over to the Baltimore City Police Department.

CBP officers at the Port of Baltimore routinely review exports to determine compliance with existing U.S. export laws. Some of these exports include personally owned vehicles, boats and campers. CBP officers enter a vehicle's identification number into law enforcement databases and sometimes discover that a vehicle has been reported stolen.

On average, CBP officers recover about a dozen stolen vehicles at the Port each year. Baltimore CBP officers recovered 23 stolen vehicles at the seaport during 2007.


"The Baltimore seaport is one of the country's busiest for importing and exporting vehicles, and our officers work extremely hard to ensure the integrity of items that enter and leave our Port," said Walter Simmons, Acting CBP Port Director for the Port of Baltimore. "These stolen vehicle recoveries are a testament to our officers' thoroughness in examining exports in the Port of Baltimore, and their unwavering commitment to protecting our homeland and our citizens." 

SECURITY

Port Gets Increase in Federal Grants

The U.S. Department of Homeland Security announced this spring that the Port's share of federal security grants would jump from \$1.9 million to \$6.6 million, the 11th-highest total among U.S. ports. The grants will provide funds for new video surveillance systems and improved technology to assist in monitoring incoming and outgoing truck traffic.

The increased funding will allow MPA to assist private terminal operators in purchasing equipment that will more easily link up with the Port's existing system. Monitoring of cargo and workers moving through the Port will be achieved through software enhancements.

"I want to commend our state and local homeland security agencies for working together to secure these critical dollars for our Port," Maryland Gov. Martin O'Malley says. 

an A+ for making this seamless to our customers."


"We have made a significant resource investment in RedPrairie with a goal to exceed our customers' expectations," says Ernie Ferguson, the company's Vice President of Sales. "One of our biggest concerns is maintaining a high level of service for our customers as the complexity of their supply chains increases. RedPrairie allows us to effectively manage the flow of cases within our distribution centers while providing real time information and traceability to our customer." 

PEOPLE

Royster Joins Merchants Terminal Corporation

Former Maryland Port Administration Executive Director F. Brooks Royster III has joined Merchants Terminal Corporation as Vice President.

Royster brings more than 35 years experience in the maritime industry in both the public and private sectors. During his tenure with MPA, the Port of Baltimore experienced record levels of tonnage and cargo value throughput as a top U.S. seaport.

At Merchants, Royster will be responsible for project management of any new facility construction and will manage international marketing and explore opportunities for acquisitions and new facility development. 

CRUISES

Carnival Joining Port's Cruise Offerings

Carnival, the world's largest cruise line, announced that the *Carnival Pride* will begin a two-year, year-round sailing schedule from the Port of Baltimore in September 2009. This marks the first time in the Port's 30-plus year cruise history that it will offer year-round cruising.

The addition of Carnival gives the Port of Baltimore cruise service from the three top cruise operators in the world. Royal Caribbean International and Norwegian Cruise Lines already serve Baltimore.

"This is tremendous news for the Port of Baltimore and our state," says Gov. Martin O'Malley. "Year-round cruising will allow the 40 million people that live within a six-hour drive of Baltimore to look beyond the traditional cruising seasons and sail throughout the year. Carnival Cruise Lines is internationally recognized as one of the top cruise ship operators in the industry and we are happy to welcome their 'Fun Ship' to Maryland."

The 2,124-passenger *Carnival Pride*, which began sailing in 2001, will offer two weeklong itineraries from Baltimore.



COURTESY OF MPA

Seven-day eastern Caribbean departures will call at Grand Turk, Turks and Caicos; the private Bahamian island of Half Moon Cay; and Freeport, The Bahamas. A seven-day Bahamas/Florida cruise will visit Port Canaveral, Fla.; and Nassau and Freeport, The Bahamas. Each itinerary includes three days at sea. During the *Carnival Pride's* initial commitment to Maryland, it will make one cruise per week through August 2011.

"We're thrilled to introduce the first year-round cruise program from Baltimore aboard the *Carnival Pride*, a truly magnificent 'Fun Ship' that will

visit a variety of tropical destinations from one of America's most historic cities," says Gerry Cahill, Carnival's President and CEO. "Today's consumers are more value-conscious than ever and considering that Baltimore is within a day's drive of millions of northeastern U.S. residents, these new seven-day voyages provide a convenient and affordable vacation option."

The *Carnival Pride* is an 88,500-ton vessel with 1,062 staterooms, including nearly 700 with private balconies. Among the 12-deck ship's features are indoor and outdoor promenades, a wedding chapel and an elegant reservations-only supper club, one of many dining venues on board. Other features include many lounges, bars, and night-spots, including a multi-level theatre showcasing lavish production revues. Family-friendly amenities include a series of supervised, organized programs for children.

The Port of Baltimore is the closest East Coast drive-to port from Pittsburgh, Cleveland, Indianapolis and Chicago. Baltimore is also within a four-hour drive from the New York City metropolitan area. The Cruise Maryland cruise terminal is only 2.5 miles from Baltimore's Inner Harbor, 10 miles from BWI Thurgood Marshall Airport and within easy driving distance from three other major airports. 🌐

CRUISES

New Lot to Increase Cruise Parking

The Maryland Port Administration (MPA) will purchase 4.72 acres of property adjacent to its South Locust Point cruise terminal to increase parking capacity for cruise passengers.

The property, currently owned by Transoceanic Cable Ship Company, Inc., will be developed into approximately 530 additional parking spaces for the growing cruise business at the Port of Baltimore.

"The recent news that Carnival Cruise Lines will come to Maryland for year-round cruising in 2009 means that we will nearly double the number of cruises we currently have as soon as next year," said Gov. Martin O'Malley. "The additional parking will be welcomed as we continue to demonstrate why our cruise terminal is so customer friendly and easy to access."

The new parking spaces should be available by summer 2009. MPA currently provides 524 onsite parking spaces. 🌐

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SHIPPING

From Baltimore to Russia: Frozen Chicken

With a ban on shipping U.S.-bred poultry and beef to Russia lifted, the Port of Baltimore recently exported its first shipment of frozen chicken to Russia in more than 15 years.

M/V Green Austevoll loaded more than 2,000 tons of frozen chicken at the CNX Marine Terminal. Canton Stevedoring served as stevedores and Terminal Shipping Co. was the agent.

Merchants Terminal Corporation accumulated and stored the frozen chicken prior to its shipping. 🌐

ENVIRONMENT

New Surface Tested at North Locust Point

Representatives from the Maryland Port Administration's field engineering department recently laid a test area of a new environmentally friendly mixture at North Locust Point Marine Terminal. Test results are forthcoming, but it is hoped that the new mixture will result in a more durable surface at a significant cost savings.

Workers graded and cleared a three-acre parcel at North Locust Point, hauling out approximately 150 loads of asphalt and 140 loads of concrete bound for recycling. Trees taken from the site were transported to a landfill, where they were ground for mulch, and metal products were sent to appropriate recycling facilities.

The test area was then covered with "foamphalt" supplied by P. Flanagan & Sons. Foamphalt contains 97 percent recycled asphalt and concrete and uses only 3 percent virgin asphalt liquid.

"It sets and cures in 24 hours, almost like concrete does," says Field Engineer Jeff Stephens. "We had our test and got good positive results."

Once the foamphalt was laid, the area was covered with latex-based trackless tack, a material that is sprayed on and dries in about 10 minutes. The previously used process took about 45 minutes to dry and could compromise high end vehicle cargo if driven through. The

Hammaker East Company supplied the trackless tack.

The new process will allow for a quicker drying/setting process and prevents any runoff in inclement weather. Vehicles can travel on the surface without transferring the material to other surfaces or compromising existing road markings. This material process could alleviate a lot of environmental and cleaning liabilities for the contractors.

The development and testing processes are being monitored by the State Highway Administration materials testing lab, which hopes these materials may be approved for future use on Maryland's roadways. With the joint efforts of MPA's field engineering, maintenance and risk management divisions, a recycling plan for all asphalt and concrete products has been developed. 🌐

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PHOTOS BY BILL MCALLEN

Marking the first call of *Tarifa* on the Port of Baltimore were, from left, Paul Hill of Wallenius Wilhelmsen Logistics, Capt. Angelo Dimitar and Cindy Burman of MPA.

Tarifa Makes Stop at Dundalk

Tarifa, a Wilhelmsen Wallenius Logistics pure car/truck carrier, recently made its first visit to the Port of Baltimore. She loaded and unloaded roll-on/roll-off cargo at Dundalk Marine Terminal.

The Bahamas-flagged ship was built in Stocznia, Poland, and is 199.99 meters long, 32.26 meters wide and can cruise at 19 knots. *Tarifa* has a capacity of 6,219 automobiles and boasts stern and starboard ramps.

Tarifa is part of the line's service between Europe and Australia.

Agent: Wallenius Wilhelmsen Logistics

Stevedore: MTC

Towing: McAllister Towing of Baltimore, Inc.

Fidelio Makes First Visit to Port

The Port of Baltimore recently welcomed the first call of Wallenius Wilhelmsen Logistics' *Fidelio*, a large car/truck carrier that loaded and unloaded roll-on/roll-off cargo at Dundalk Marine Terminal.

One of 87 vessels in the company's fleet, *Fidelio* was built by Korea-based Daewoo Heavy Industries. The Sweden-flagged ship measures 227.8 meters long, 32.26 meters wide and can reach a cruise speed of 21 knots. She features stern and starboard ramps and can carry 8,004 automobiles.

Wallenius Wilhelmsen Logistics made 230 Port calls in 2007 and *Fidelio* is part of the line's service between Europe and the U.S. East Coast.

Agent: Wallenius Wilhelmsen Logistics

Stevedore: MTC

Towing: McAllister Towing of Baltimore, Inc.



PHOTOS BY BILL MCALLEN

Celebrating the maiden voyage of *Fidelio* were, from left, Wallenius Wilhelmsen Logistics' Steven I. O'Malley and Samuel G. Stout, Capt. Lars Falkenborg, MPA's Cindy Burman and Mike Derby of Wallenius Wilhelmsen Logistics.



PHOTOS BY BILL MCALLEN

Among those participating in ceremonies marking the *Genka*'s first arrival at the Port were, from left, Capt. Jan Hoek, Capt. A.J. Tempelman, MPA's Rick Schiappacasse and Katherine L. Swartout of Ocean Transport Service, Inc.

Paper In, Trucks Out on Genka

The Spliethorff vessel *Genka* recently made its maiden voyage to the Port of Baltimore, unloading 15,000 tons of UPM paper at South Locust Point Marine Terminal and loading 250 used trucks at Dundalk Marine Terminal.

The ship, which carries both containers and RO/RO equipment, is part of the line's service between Baltimore and Finland. Spliethorff calls on Baltimore three times a month.

Genka is 205 meters long and can reach cruise speeds of 22 knots.

Stevedore: BalTerm/Ports America



BILL MCALLEN

Independence II Makes First Call

Independence II, a roll-on/roll-off carrier in the ARC fleet, recently made its first trip to Baltimore, discharging and loading cargo at the South Locust Point, Dundalk and Fairfield marine terminals.

The American-flagged ship was built by Daewoo Heavy Industries in Korea and measures 199 meters long, 32.26 meters wide and can cruise at 18 knots. It features stern and side ramps and can accommodate 5,846 automobiles.

It is one of eight vessels in the ARC fleet.

Agent: Wallenius Wilhelmsen Logistics

Stevedore: MTC

Towing: Moran Towing of Maryland



PHOTOS COURTESY OF MPA

The Maryland Port Administration recognized Independence II's first visit to Baltimore with a ceremony featuring, from left, Craig Pimm of InterOcean American Shipping, Chief Engineer Brian Ackerman, Capt. Douglas Strassner, MPA's Cindy Burman and ARC's Andrew Grasso.

Ngami Makes Initial Call

Safmarine Ngami, a gearless container vessel in the line's Amex Service fleet, recently visited the Port of Baltimore for the first time.

She was built in Germany by Volkswerft Stralsund and measures 210.49 meters long, 29.80 meters wide and can reach cruise speeds of 21.5 knots. *Ngami* has a capacity of 2,478 TEUs.

Safmarine calls on Baltimore weekly. 🌐



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Raymond Gayden

“I Just Had to React. I Couldn’t Wait, Even a Second.”

Standing on the deck of the *Auto Banner* on March 8, winds whipping around him, Raymond Gayden knew something was amiss. When he felt the ship start to shudder, the Deckman from International Longshoremen’s Association Local 333 made a split-second decision that prevented injury and the possible loss of life.

A wind shear had caused a docking line to slip and knocked the vessel’s ramp from its pier on the Atlantic Terminal, where it was discharging Hyundai vehicles. Gayden, who was coordinating

the movement of vehicles to the terminal for Ports America Group WWL Operations (formerly Marine Terminals Corporation), immediately halted the process.

“He was alert, doing his job well ... and had Raymond not been there, the consequences could have been devastating,” says Ports America Health Safety and Environment Manager Salvatore Amadeo.

For his quick thinking, Gayden was honored recently at a luncheon at Vinny’s Café in Dundalk.

BY PETE KERZEL | Photography By Kathy Bergren Smith

He was given a plaque commemorating his actions and a personalized Ports America jacket. Representing Maryland Port Administration Executive Director James J. White, Lou LoBianco presented Gayden with a book detailing the Port of Baltimore's storied history.

Gayden, a 39-year longshoreman, seemed a bit humbled by the attention. "I was just doing my job," he says.

But he acknowledged that the situation demanded an immediate action, otherwise drivers and vehicles would have plunged into the chilly waters of Baltimore Harbor.

"It was scary because it was unexpected," explains Gayden, 58, a resident of Rosedale who grew up in East Baltimore. "I've never seen a line slip like that. I looked at the ramp and I just had to react. I couldn't wait, even a second."

Almost four decades on the waterfront trained Gayden to be able to make that call.

"If I had waited, even for just a second, well, things could have gone from bad to worse in a hurry," he adds.

Gayden is the embodiment of Ports America's STAR (Stop Taking Avoidable Risks) safety program, says Mark Montgomery, the company's Senior Vice President for East Coast Operations. "We've been trying to push that message and this is a perfect example of a longshoreman stepping in and avoiding the risk," Montgomery says. "A guy with almost 40 years of experience stepped forward, made a decision and prevented injuries and fatalities. We couldn't be prouder of him."

So are Gayden's fellow longshoremen.

"Every time I turn around and see one my of men, they say, 'Thank you. If it wasn't for you, I might have died,'" Gayden says. "That makes you feel real good."

And, adds Montgomery, is the ultimate example of teamwork.

"He's not only a guy who was doing his job, but he was looking out for his fellow employees," Montgomery says. "That's really commendable and Raymond deserves every bit of recognition." 🌐

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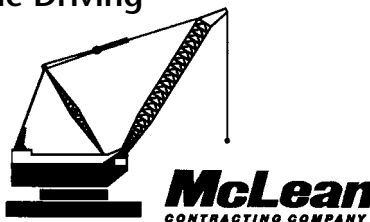
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At RO/RO Rodeo,
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Hands-on experience



STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH

The Port of Baltimore's RO/RO Rodeo was devised as an opportunity for manufacturers to familiarize longshoremen with their newest equipment. The event, now in its 12th year, has become a festive gathering as stevedores, longshoremen and representatives from around the country renew acquaintances and enjoy a look at new equipment.

This year was Art Radtke's first rodeo. He came from New Holland, Pa., along with his service team and several pieces of Case-New Holland machinery including the New Holland FR 9060, a forage harvester — a piece of farm equipment that looks mean enough to rip up a forest.

"This is a bit tricky to drive, so this is a chance to give people some hands-on training," says Radtke.

Around the rodeo grounds, manlifts, combines, tractors and all sorts of other rolling stock meandered around cones as longshoremen drivers took turns behind the wheel.

Tiffany Wallace, a six-year veteran



More than 200 longshoremen took advantage of the 12th annual RO/RO Rodeo to gain valuable experience operating new equipment.

driver, likes the interaction with the trainers. "I have never heard one of these guys say, 'I don't know,' " she says. "They are really up on their stuff."

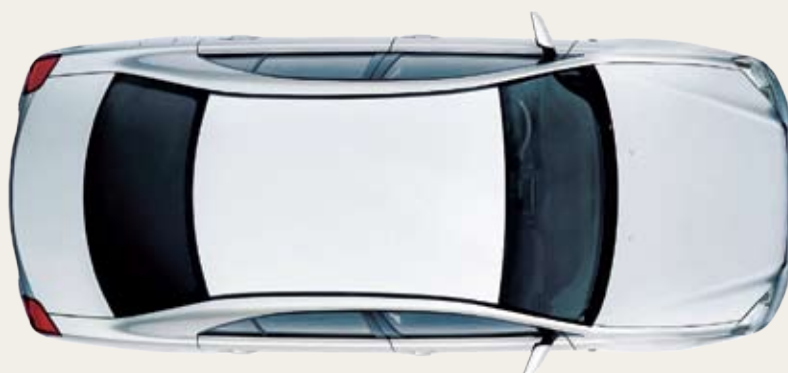
While at the rodeo, Wallace seeks out equipment she has never seen before, like the forage harvester, then she seeks out the trainers. "They will tell you little tricks on how to operate the piece safely," she says.

Over at the lashing station, Ed Reitz,

a longshoreman and Pit Trainer for Ceres, gave lessons on safely securing a gleaming Mercedes Benz. After successfully mastering each station, the longshoreman gets a signature from the trainer.

More than 200 longshoremen wrangled with farm and construction equipment as well as vehicles from the world's leading manufacturers at the country's busiest RO/RO port. 🌐

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David Ng works the frontline of homeland security, but unlike most of his colleagues at Customs and Border Protection, he doesn't carry a gun. Ng and his team use hand lenses, tweezers and vials to ferret out tiny invaders that can cause big trouble.

Customs and Border Protection's Agricultural Specialists are law enforcement officers with a scientific mission. They monitor cargo and people entering the United States for the intentional or inadvertent smuggling of items deemed potentially harmful by the U.S. Department of Agriculture.

Each year, they intercept tens of thousands of shipments that are banned from entering the country because they could contain agricultural or environmental pests such as insects, pathogens or weed seeds that the government has deemed

"actionable." These interceptions include anything from the airline passenger arriving from Italy with prosciutto ham to a container full of handicrafts packaged in straw that might carry harmful pests.

At the Port of Baltimore, Ng is part of the team of Agricultural Specialists based at Dundalk Marine Terminal that is responsible for monitoring imports. Obviously, not every single import can be inspected by the team, so they use a systematic method of narrowing down potentially problematic cargos.

Right: Customs and Border Protection Agriculture Specialists Kreshanna Rhodes (foreground) and David Ng monitor cargo and people entering the United States to make sure they do not intentionally or inadvertently smuggle harmful insects into the country.

STORY BY KATHY BERGREN SMITH





Top row: Customs and Border Protection investigators discovered a snail, which can have a harmful effect on local crops, that had bored into the outside of a Baltimore-bound shipment of ceramic tile.

Bottom row: Larva intercepted in wood packing material is a major forestry pest. Below: Onion weed, shown here contaminating a shipment of seed through the Port, is an invasive plant that can damage fields and parkland.



"We look at country of origin, the disease and pest history of the items shipped," says Ng.

For example, imports of used farm and construction equipment will be scrutinized for any dirt they might be carrying. That soil might contain plant debris, hitchhiking pests or disease. Containers might also be carrying more than the cargo mentioned on their paperwork.

Wood-boring insects, most notably the Asian longhorn beetle, can infiltrate the United States from their home continent in solid wood packaging material like a crate or a pallet in a container. These destructive insects drill themselves into hardwood trees and kill them. Thus far, infestations have been limited and contained, but the beetle has been intercepted in many ports in the past decade.

The federal government estimates that if the Asian longhorn beetle were able to establish itself in the western United States, the economic and environmental impact

would be devastating. Lumber, nursery and tourism industries would suffer and critical ecosystems would be damaged and destroyed. Customs and Border Protection has phased in strict requirements for all wood packaging materials in an attempt to keep woodborers out.

"We have undertaken significant outreach efforts to inform importers of the wood packaging material requirements. Wood packaging material entering the United States requires either heat treatment or fumigation and an approved stamp attesting to such treatment," says Augustine Moore, Assistant Port Director for Trade at Customs and Border Protection for the Port of Baltimore.

By taking swift and aggressive measures, Customs and Border Protection hopes to avert further introductions of woodborers. Noncompliant wood packaging material must be exported, and severe penalties may apply for failure to comply with this mandate.

At the Port, when a cargo is flagged for further investigation, the agricultural specialists place a "hold" on it. They then can conduct a "tailgate inspection," during which the container is opened at the terminal and one of the specialists looks for evidence of "actionable pests." Flashlight in hand, the specialist must have a keen eye to spot what might be a tiny bug in a sea container full of imports.

"You get used to looking for differences in contrast, or movement or a little color," says Ng. If the specialists come across a pest, they carefully remove it, place it in a vial and take it back for examination under a microscope. After identifying what family the insect belongs to, they send it off to the U.S. Department of Agriculture for a complete analysis.

Meanwhile, somewhere, a customer is looking for their imports. Diane Pachilis of CJ International, a freight forwarder and customs broker, must keep track of the goods and report to the customer. She relies upon Customs and Border Protection specialists to keep her abreast of the situation.

"We work together with Customs and Border Protection to let our customers know that there is problem and how to resolve it," says Pachilis. "We have a very good relationship with the agriculture specialists. They are really knowledgeable, communicative professionals."

The agricultural and economic impact from the introduction of a dangerous invasive species brings the homeland security mission of the agricultural specialists into sharper focus.

"The intentional introduction of a plant or animal pest or disease or contamination of food or beverage is what we call agro-terrorism. The Department of Homeland Security has placed a priority on preventing, detecting and responding to these kinds of attacks. Our specialists' job of detection and interception of agro-terrorists and their weapons and equipment puts them on the frontline of homeland security," says Moore.

Ng recognizes the importance of averting a potential agro-terrorism incident, but he is equally concerned with the inadvertent introduction of a pest.

"You just have to keep your eyes open all the time," he says. 🌐

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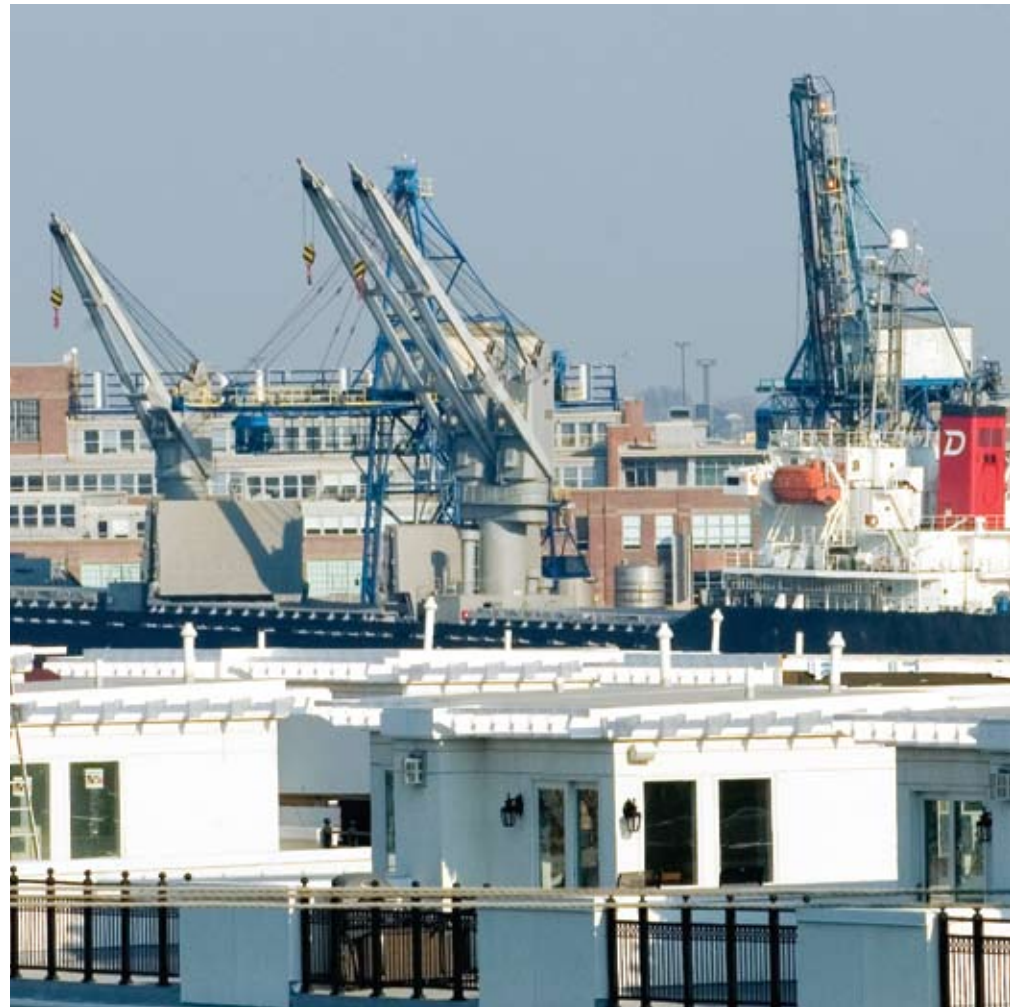
Freshly Renamed,
Baltimore Port Alliance
Prosperes in
New Directions

BY MERRILL WITTY
Photography by Kathy Bergren Smith

The Baltimore Port Alliance (BPA) has experienced two renaming ceremonies — to use a nautical term — since its inception in the early 1980s as the Private Sector Port Committee. Because the group has been so informal, no one recalls the exact date, though most agree it could have been 1984. But the organization's purpose remains the same: to provide a forum where members of the Baltimore maritime community can come together and discuss matters of mutual concern and to better the business climate in the Port of Baltimore.

According to George "Bud" Nixon, former BPA Chairman and one of the group's founders, this community includes mariners, tugboat operators, ship agents, and union and non-union longshoremen, as well as other maritime businesses. Federal agencies with oversight of the Port also are represented.

Members focus on maintaining and improving maritime commerce, monitoring legislation that affects the safety and health of the Port and its navigational channels in the Chesapeake Bay, adhering to federal and state maritime security policies, and protecting industrial and commercially zoned property



surrounding Baltimore's waterfront community.

"We meet monthly and discuss issues that affect our businesses and livelihoods," says Nixon, the retired President of Rukert Terminals Corporation.

The founders recognized that the public sector represented by the Maryland Port Administration, the private sector, and organized labor

had to convene on a regular basis if the Port of Baltimore were going to prosper. Indeed, in the early days, the Private Sector Port Committee spent much of its time and energy in exploring ways to privately settle disparate views among its own membership.

The pioneers were so successful, says new BPA Chairman Rupert Denney, "that today the whole

Left: Former Baltimore Port Alliance Chairman George "Bud" Nixon and successor Rupert Denney strive for a forward-thinking approach emphasizing teamwork. Above: As the Port of Baltimore changes, with residential construction encroaching on maritime enterprise, the Baltimore Port Alliance becomes a critical player in achieving balance.



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community can look forward and work as one to confront the myriad challenges that face an enterprise as large and diversified as the Port of Baltimore."

Rechristening the group as the Baltimore Port Alliance in March was a nod to the different groups whose interests are represented.

"We feel the name best represents the public and private sectors that are a part of our group. We've really become the voice of the Port of Baltimore," says Nixon. "If the Coast Guard or the Maryland Port Administration wants to get a message out, they come to a meeting of the Alliance. We have the audience for that voice. In my travels, I find (BPA) is a unique idea. I don't find it at other ports. People are envious, frankly."

While day-to-day matters ranging from federal security mandates to improvement in rail services are regularly discussed, the focus over the last decade has been outreach through the work of subcommittees, according to Denney.

"As an example, there's a subcommittee charged with keeping Maryland legislators at federal, state and city levels apprised of developments within the Port, and, just as importantly, warn them of external initiatives that might hinder the Port's growth and thereby threaten job opportunities for the state's citizens. We realized that we had to get in front of the body politic," Denney says.

Nixon agrees: "We're trying to lead the charge, not react to getting beaten up."

Denney cites as an example the building of massive waterfront condominium communities in formerly industrial areas along the Baltimore waterfront.

"We used to assume that many within city government were familiar with the contribution that the Port made; some of them it turns out, barely knew it existed, and we are working hard to encourage them to develop a balance between the industrial and residential communities," he says.

Outreach is key to the BPA.

"We have a big fundraiser every year to hold a legislative reception in Annapolis, where many of the BPA's 150 members join legislators, both state and from Baltimore City. This gives us an informal



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venue to talk about the Port and listen to their concerns," says Denney.

To further outreach, an education subcommittee works with schools within the region by arranging Port tours and visiting schools as part of mentoring programs to inform them about what the Port represents to the community. These ambassadors not only illustrate just how much of the students' lives are touched by commodities handled through the Port, but lend an eye to the future, talking about the multitude of job opportunities throughout the maritime industry.

We are working hard to encourage them to develop a balance between the industrial and residential communities.

"We have got to be more proactive," Denney says, "about teaching the younger generation about jobs here."

The Environmental Subcommittee was recently established to act as an informational conduit to both the membership and to local lawmakers and regulators with a view toward maintaining a proactive approach to environmental legislation.

Denney says the goal is not to magically go "trendy green" everywhere, but to look long and hard at the environmental impact the Port community makes. In advance of any new legislation, the Port must look at where, for example, noxious emissions could be lessened. "Everything from trucks idling at the gates, to tugboat emissions, has to be looked at. Controlling emissions is key," Denney adds.

"Promoting the Port is one of our missions," Nixon says. "The Port of Baltimore is alive and well and serving the citizens of Baltimore." 🌐



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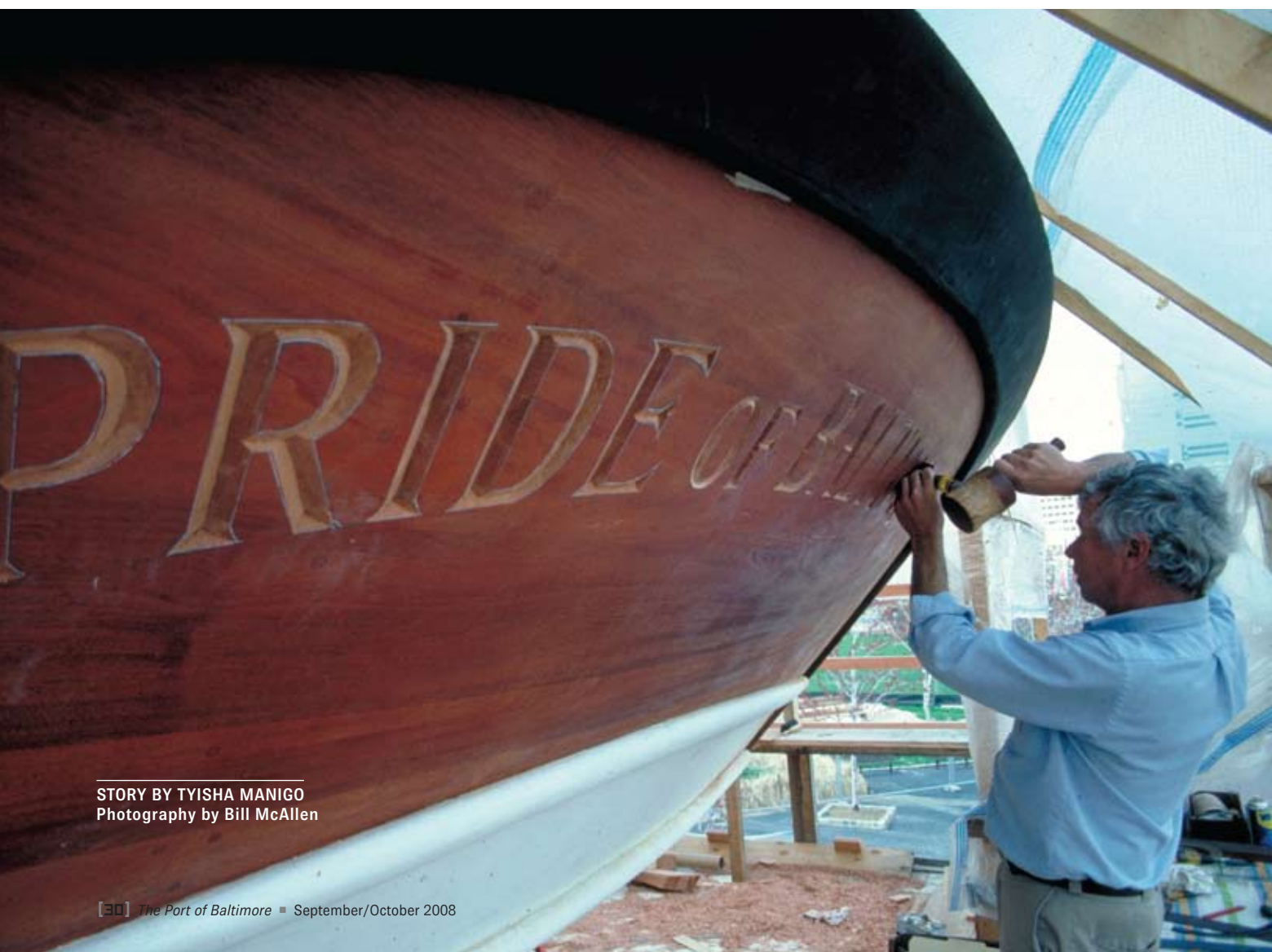
Beaming WITH Pride



an Miles loves his job. And as one of two captains serving aboard *Pride of Baltimore II*, Miles has enjoyed a 20-year love affair, to be exact.

On Oct. 23, *Pride II* will mark its 20th anniversary as the official goodwill ambassador for Maryland and the Port of Baltimore. Since being commissioned in 1988, the 19th-century replica clipper ship has traveled 250,000 nautical miles and docked in more than 200 ports — all the while promoting the state and

Marking 20 Years of Boosting Baltimore, Promoting Port



STORY BY TYISHA MANIGO
Photography by Bill McAllen



the Port before an international audience.

"On a personal level, it's been very rewarding (working on *Pride II*), says Miles, who began his career on the ship as a skipper in 1988. "There is no other tall ship that offers such a wide variety of highly rewarding and challenging qualities. She's traveled thousands of miles, sailed in all kinds of areas and is still eye-catching and inspiring. *Pride II* is just as good as she was 20 years ago, just as strong as she was 20 years ago and just as beautiful as she was 20 years ago."

Executives at the Pride of Baltimore, Inc., the nonprofit organization that manages *Pride II*, have planned a huge gala to mark the milestone. On Oct. 11, the organization will host the 20th anniversary Sailabration, a family-oriented event featuring food, games, live music and lots of nautical-themed activities.

The gala is one of two celebrations. In August, Pride of Baltimore, Inc. also



Left: Fred Hecklinger carves the transom of Pride of Baltimore II, which is marking its 20th anniversary. Top: Pride II, the Port of Baltimore's sailing ambassador, navigates River Niva in St. Petersburg, Russia. Above: Capt. Jan Miles, shown here during a trip along the Chesapeake Bay, has been at the wheel of Pride II since 1988. Left: Pride II visited Oban, Scotland, in 1991.

hosted the "Recycled Regatta," a competition in which participants built miniature versions of *Pride II* out of recycled materials.

Executive Director Linda Christenson says officials wanted to highlight the anniversary and give visibility to *Pride II*, since much of her time is spent away from home.

"She's not in the Inner Harbor most of the year," Christenson says. "She's out sailing globally to promote the citizens of Maryland and the Port of Baltimore, and this is one way to increase exposure and let people know what the ship does on their behalf."

Pride II travels to a number of destinations during the sailing season before

returning home for maintenance during the winter months. Often the ship will participate in tall ship races or make goodwill stops at various ports. This year, *Pride II* will make an unprecedented trip, visiting all five of the Great Lakes. Other stops this year will include Port Huron, Mich., Toronto, Chicago and New York City.

Miles says *Pride II* has gone as far as Russia, the Ukraine and Asia. In Europe, she "takes people's breath away," he says.

"There's no vessel like her — she's renowned internationally," Christenson adds. "Citizens worldwide, when *Pride II* enters their inner water, people come out of their office building and say, 'Here comes *Pride II*,' and they clap their hands."

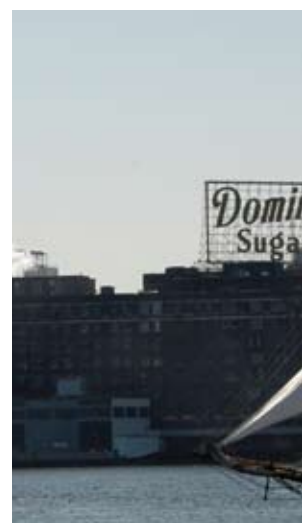
Officials say the boat is warmly received internationally because of its beauty and history. *Pride II* is symbolic of the role Baltimore and Baltimore clipper ships played during the War of 1812. It is also part of the legacy of the original *Pride of Baltimore*, which was struck by a squall on May 14, 1886, and sank 240 miles north of Puerto Rico. The ship's captain and three of its crewmembers were lost at sea.

Miles recalls that, at the time, the idea of replacing the vessel seemed unimaginable.

"That shock of the loss was so great that anyone close to the project had no other feeling but the tragedy itself," says Miles, who served intermittently as a skipper on the *Pride* between 1981 and 1985. "We never had any thoughts about what was next because what was next was right in front of us."

Slowly but surely, a "ground swell" of support by residents inspired officials to

Clockwise, from top left: Pride of Baltimore II was constructed adjacent to Baltimore's Inner Harbor; sailing in her home port, Pride II has become a recognizable part of Baltimore's maritime landscape; former U.S. Rep. Helen Delich Bentley (front row, center) took part in welcoming festivities during the vessel's visit to Shanghai, China; artisans and craftsmen painstakingly recreated Pride II to replace the original Pride of Baltimore, which was lost in a squall north of Puerto Rico in 1886.



re-create the tall ship as a tribute to what was lost, he says.

The past two decades have helped *Pride II* gain and sustain its own identity. Miles says the vessel survived mast damage during a 2005 storm only to come out stronger than before.

"Twenty years later, *Pride II* no longer lives under the shadow of (the original *Pride*) but gets its roots from the first effort," he says. "The second boat has met and exceeded the foundation of the first boat."

Christenson would like to remind residents that the 20th anniversary isn't the only time to celebrate *Pride II* – and encourages all to take advantage of such a symbol of Baltimore and maritime history.

"People should appreciate what they have in their own backyard, and *Pride II* is a living symbol and visualization of American entrepreneurship, American ingenuity and American independence," she says. 🌐



For more information on the 20th Anniversary Sailabration, call 410-539-1151 or visit www.pride2.org.



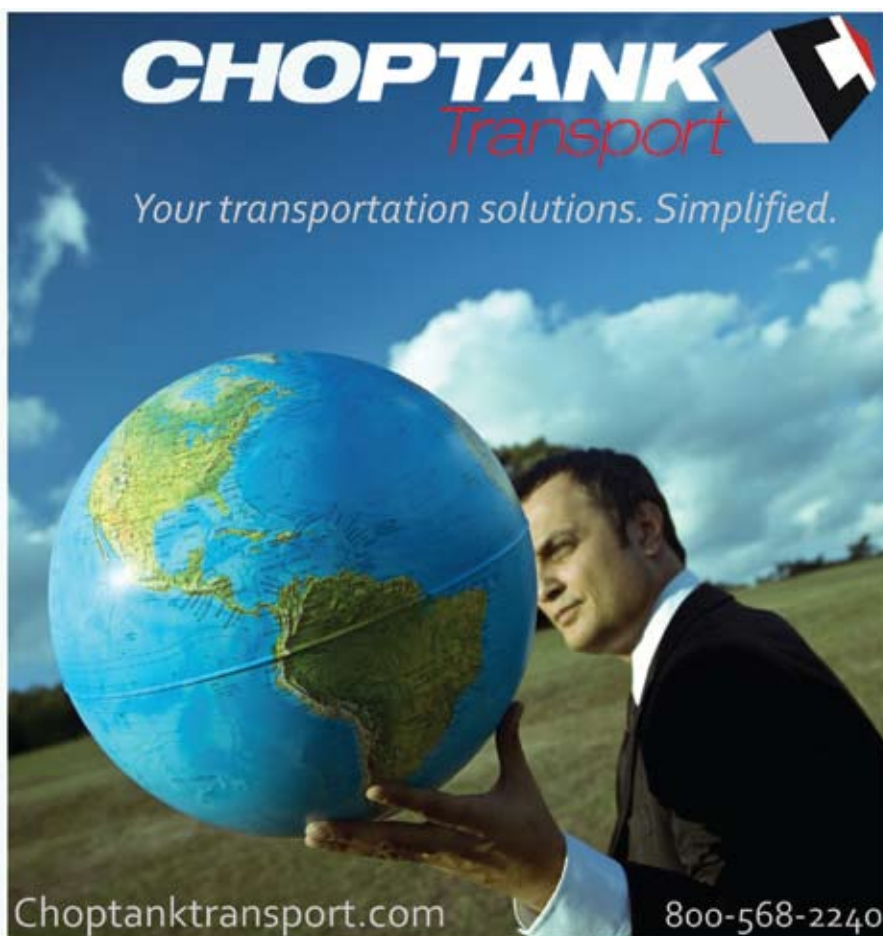
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PHANTOMS of the PORT

Are ghosts really playing polkas, wandering through warehouses and promenading along the Baltimore waterfront?

When you've been hanging around for more than 300 years, you're bound to have a few skeletons in your closet — or at least a couple of good ghost stories to share.

Some of the legends and tales that surround the Port of Baltimore, in operation since 1706, are so compelling that they just might make master of the macabre Edgar Allan Poe stand up and take notice — no easy feat, since the troubled poet was laid to rest at Baltimore's Westminster Burying Ground nearly 160 years ago.

Reported hauntings at Poe's gravesite, his one-time Baltimore home (now a museum) and the Church Home and Hospital hallway

where he collapsed and died are one thing. But what of the many historic, maritime-related locations right on the city's storied waterfront?

Fells Point, which began as a ship-building center in the 18th century, is now famous for its shops, restaurants and more than 100 pubs. One such establishment, Duda's Tavern at the cobblestoned intersection of Thames and Bond streets, hasn't quite cornered the local market on ghosts, but Duda's "Doc" rivals Poe as one of the area's most well-known spirits.

Bar Manager Scott Curlee says Doc's story is very familiar to the tavern's regular patrons. A merchant seaman who lived in a third-floor room above Duda's for many years, Doc loved listening to one particular

BY BLAISE WILLIG



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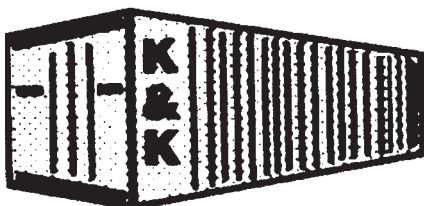
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polka on the tavern jukebox. Following Doc's death in 1980, his favorite record was removed. Not long after, however, the jukebox kicked on and somehow that same polka began playing.

Curlee — who toiled at Duda's through his teen years and recently returned after a stint with the U.S. Marine Corps — has a tale of his own.

"I started working here, doing odd jobs, when I was about 12 years old, and one time I was asked to go upstairs to get crackers," he recalls. "I was figuring they would be kept in some kind of cracker box, but when I got inside (the storeroom) I heard the lid pop off of an Utz potato chip can — and there were the crackers!"

Not all of the spirits at Duda's are so helpful — some are just plain noisy. According to Curlee, "When I used to work here late at night with nobody else around, I would hear sounds like people were coming in — like stools rattling."

At the Admiral Fell Inn, which served in the early 19th century as a hostel operated by the Port Mission Women's Auxiliary, employees and guests are reportedly treated to phantom footsteps, orbs and friendly apparitions.

George "Bud" Nixon, former Rukert Terminals Corporation President and current Chairman of the Baltimore Port Alliance, tells of odd happenings a few decades ago at Rukert's old Brown's Wharf location, also in Fells Point. There, a building dating to the mid-19th century was renovated as a small maritime museum.

"We would hear people walking on the floor above us when nobody was there," Nixon recalls. "It was a little spooky, but I didn't feel any ill will."

Other Fells Point establishments have similar tales, which explains why the area is such a popular place for "ghost walks."

"Fells Point had its beginning as a rowdy seaport town, and though the clientele has changed, it's never lost its raucous edge," says Amy Lynwander, who co-owns Baltimore Ghost Tours with Melissa Rowell. "The ghosts tend to have met an untimely end in one of the neighborhood's many taverns, or refuse to leave since they're having too much fun!"

In their 2005 book *Baltimore's Harbor Haunts*, Lynwander and Rowell offer a couple of reasons why so many specters seem to linger among businesses and homes in the Port area. While emphasizing the long and colorful history of harbor neighborhoods like Canton and Federal Hill, they also explain that "water conducts energy and draws spirits to its force."

If that's so, then historic ships should be super ghost magnets! Many vessels commissioned for the U.S. Navy were constructed in Fells Point shipyards. One of these, the famous, all-sail sloop-of-war named the USS *Constellation*, is still anchored at Baltimore's Inner Harbor and is rumored to be haunted by a Naval officer or seaman who perished while on duty.

Across the harbor at Fort McHenry National Monument and Historic Shrine, hauntings are believed to be linked to one or more of the four American soldiers who died while defending the "Star-Spangled Banner" during a War of 1812 attack by British naval forces. The 43-acre site, located alongside the Port's Baltimore Metal and Commodities Terminal, later held Civil War prisoners and served as a World War I hospital, either of which could result in its share of restless spirits.

As for the possibility of phantoms lingering right on the docks, several Port insiders say they wouldn't be surprised — but they can't say for sure.

As Nixon puts it. "Everybody works too hard down there to have time for ghost stories!" 🌐

GHOST TOURS

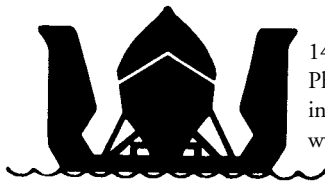
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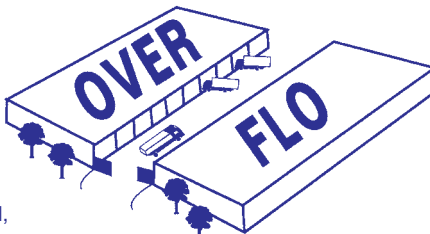
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